

**FORTUNE TERMINAL ASSOCIATES, LLC**  
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May 25, 2004

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**AWVSP Team Office**

Allison Ray  
Alaskan Way Viaduct and  
Seawall Replacement Project Office  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

Dear Allison:

**Viaduct DEIS Comments**  
**Fortune Truck Terminal**  
**84 South Atlantic Street**  
**Seattle, WA**

Fortune Terminal Associates is the owner of the property referenced near the intersection of Atlantic Street and First Avenue South.

We appreciate the opportunity to comment on the Draft Environmental Impact Statement for improvements to the Viaduct.

We are extremely concerned that Viaduct improvements may have an adverse impact on the viability of this property. The industrial area in general has been subjected to a number of public uses and condemnations that have reduced the viability of this area already. (Harbor Island, Safeco Field, Metro on Sixth Avenue South, Sound Transit Maintenance Facility, Atlantic Street - Fourth Avenue Interchange.) When will Public Issues begin to protect this prime economic generator instead of continually reducing its economic vitality?

Therefore, we respectfully request your consideration of the following issues:

**Local Access on S. Atlantic St.**

The proposed interchange with SR-519 at S. Atlantic St. and Royal Brougham Way S. appears to pose a number of burdens on adjacent properties. In the case of the surface interchange options, the interchange takes a substantial amount of Fortune Terminal's property, including its warehouse building. In the case of the elevated options, the interchange appears to eliminate or severely restrict access to the block and to the Fortune Truck Terminal Building. It is not clear from the DEIS how local access would occur from S. Atlantic, Royal Brougham or S. Colorado.

Surface options would widen S. Atlantic Street and would place a new road across Fortune Terminal's property. Instead, might there be an option to consolidate the interchange at Royal Brougham Way, or at least alter the new road's alignment to minimize property takings?

Elevated interchange options do not clearly indicate how long the ramps would be or where they would come down to the street. Based on the DEIS's limited information about ramp grades, it appears highly likely that the ramps on S. Atlantic Street would block Utah Street. Furthermore, the ramp structure may also eliminate Fortune Truck Terminal's driveway access to S. Atlantic St. More broadly, it is not clear how local access to this block is maintained under the elevated options for the Rebuild, Tunnel and By-Pass Tunnel alternatives. This is particularly important since the elevated options eliminate the eastbound left-turn from S. Atlantic to 1<sup>st</sup> Ave. S. in four out of the five alternatives. Without better information about proposed local access patterns, the left-turn prohibition appears very restrictive for adjacent property access.

#### **Parking**

All of the alternatives eliminate on-street parking on S. Atlantic Street. The DEIS states that some replacement parking may be provided on the west side of Alaskan Way but leaves the matter far from certain. What is the chance that this loss will not be mitigated? What other options exist to mitigate the complete loss of on-street on S. Atlantic St.?

#### **SR-519 Interchange**

The proposed interchange clearly anticipates that the originally planned SR-519 1-way couplet will be in place. Yet there is no certainty that that project will be completed. If it may not be completed, then the purpose of the split interchange on SR-99 is questionable.

The elevated options create four new intersections between 1<sup>st</sup> Ave. S. and S. Alaskan Way. This seems extremely busy, even redundant, especially when elevated which creates a massive amount of overhead structure. To maintain local access and provide a better interchange, additional options should be addressed, which could include:

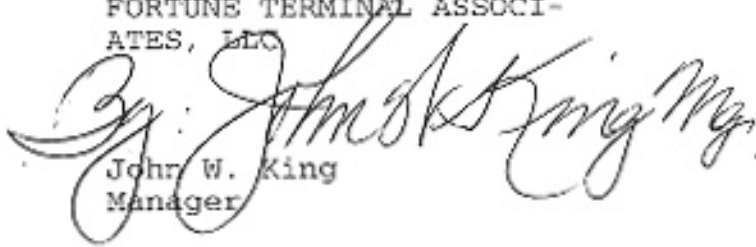
1. An aerial connection to SR-519. The proposed interchange results in the odd and potentially disorienting effect of taking traffic up to the interchange, then down to 1<sup>st</sup> Avenue, then up again on SR-519. Highway to highway traffic could be separated from local traffic.

2. Alternate locations for ramps and surface street access.
3. A below-grade interchange instead of an aerial interchange. This would shorten ramp distances which would improve local access and significantly reduce the amount of aerial structure. While water table issues may well be of concern, it seems reasonable to assess this option for its costs and benefits and compare it to the proposed alternatives.
4. A single-point intersection or other configurations for the interchange that would minimize ramping on streets in order to preserve local access and reduce the amount of elevated structure.
5. As noted above, consolidate a surface interchange at Royal Brougham Way?

Please review and consider alternatives to these issues that we have raised.

Your consideration and review is most appreciated.

Sincerely yours,  
FORTUNE TERMINAL ASSOCI-  
ATES, LLC

  
John W. King  
Manager

JWK:jwk  
Cc: TDA, Inc.